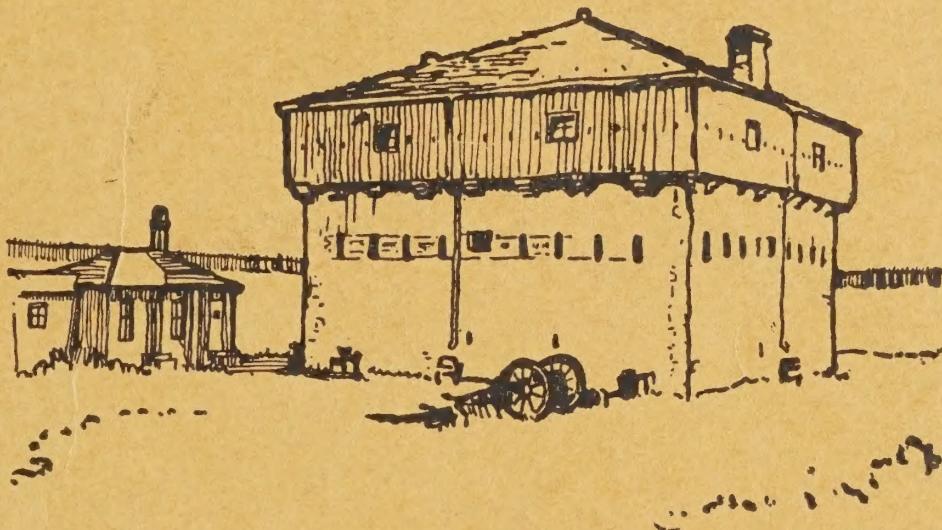


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Canada National Parks Service
Historic Sites Series, no. 7
Government
Publications

(GUIDE TO)
FORT WELLINGTON
AND VICINITY
PRESCOTT - ONTARIO



DEPARTMENT OF THE INTERIOR

HON. THOMAS G. MURPHY, Minister

H. H. ROWATT, C.M.G., Deputy Minister

J. B. HARKIN, Commissioner, National Parks of Canada, Ottawa

Historic Sites Series
no 7.

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FORT WELLINGTON

Prescott

Ontario

A brief history of the famous Fort Wellington and other historic sites in its immediate vicinity adjacent to the beautiful St. Lawrence river, upon whose banks and waters occurred momentous events in the contests for the possession of Canada.

A WISE NATION PRESERVES ITS RECORDS -
GATHERS UP ITS MUNIMENTS - DECORATES
THE TOMBS OF ITS ILLUSTRIOUS DEAD -
REPAIRS ITS GREAT PUBLIC STRUCTURES
AND FOSTERS NATIONAL PRIDE AND LOVE
OF COUNTRY BY PERPETUAL REFERENCE
TO THE SACRIFICES AND GLORIES OF THE
PAST - - - JOSEPH HOWE



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HISTORIC SITES OF PRESCOTT AND VICINITY

FORT WELLINGTON, WINDMILL POINT, FORT DE LEVIS, CHRYSLER'S FARM, POINTE AU BARIL

THE group of historic sites to which attention is directed in this brochure all lie in the vicinity of Prescott, Ontario, on the north shore of the beautiful St. Lawrence, one of the world's most magnificent waterways.

Before the advent of the railway or the construction of the Rideau canal the St. Lawrence river was the only direct means of communication between Quebec, Montreal, and the region now known as the province of Ontario, with the exception of the then far-away and still more precarious Ottawa. Many of the historic events that marked the contests of the British and French and the British and the United States troops for the possession of Canada were therefore enacted on the great river.

The stories to be recalled tell of

“Old unhappy far-off things,
And battles long ago;”

battles which were doubtless brutal in their enactment, as all human warfare must be, but which, fought in this region of entrancing and well-nigh incomparable river scenery, cannot but take on, when viewed at a distance of 200 years, the glamour of romance.

The Thousand Islands

Prescott stands almost midway between two of the great attractions of the St. Lawrence in its flow from Kingston to Montreal. To the west is the fairyland of the Thousand Islands, beginning near Kingston, at the outlet of Lake Ontario, and extending down the river as far as Brockville. These wonderful islands, outcroppings of granite, shaped into every possible variety of form by glacial action and clothed with beauty at all seasons of the year, vary in size from a few feet square of bare rock to many acres heavily wooded. Some of them are flat, while others are miniature rocky hills. Clusters of them are thrown together, interlaced with winding waterways often hidden from view and discovered by happy accident and adventure, and at a thousand points the observer may believe himself in a marvellous lakeland region. Some of the islands are natural gardens, grass-grown and with wild-flowers, and from others comes the fragrance of pine-scented air. Many of them are now covered by cultivated farms or decorated with summer cottages or stately residences and hotels. They form a paradise for lovers of river craft, anglers and bathers and for that increasing number of townspeople who seek changing residence for the summer months.

But when the early explorers made their adventurous journeys from island to island, and Amherst led his 10,000 soldiers through their lovely passes and down the tumultuous rapids to the capture of Montreal, the only inhabitants to be encountered were the wild men and the wild creatures of the woods and the forests; the only sounds to be heard, the mysterious voices of the wilderness.

To-day, in place of the impenetrable darkness that fell upon voyageurs and soldiers when the day was done, there are thousands of twinkling lights and fairy lamps mirrored and dancing in the crystal waters of the river.

Most of the islands are now private property but several of them are administered as National Parks of Canada and are maintained for the free use of the public.

The Rapids

To the east of Prescott there is the other thrilling attraction—the series of Rapids, caused by the descent of the river some 176 feet in 100 miles or so, between Prescott and Lake St. Louis.

In the days of the explorer, the fur trader and that lawless adventurer known as the *courieur des bois*, the descent of the rapids struck terror to the hearts of foreigners till they had acquired some confidence in the dusky canoeists who were cheerfully ready to guide them through the tormented waters. The Indians were then, as they are to-day, masters of the angry tumult and at that time the only people who dared to drive their canoes among the treacherous eddies and whirlpools of the river. Passengers are now content to trust themselves to the steamers, whose pilots have learned to navigate the river at the minimum of risk. In these modern steamers the ancient fear is exchanged for a thrill of delight as each peril is safely overcome by the skilful navigator and the next adventure beckons ahead. In the old times the return journey was a problem of pole-driven canoes and portage, but to-day six canals have been built along the north bank to overcome the difficulties of the rapids. The steamers navigate the Galops and Rapide Plat; the Long Sault Rapids—where many islands add to the beauty and hazard of several miles' ride; the Coteau Rapids—where there are seven miles of joyful excitement; the beautiful Cedar Rapids, the Split Rock Rapids, the Cascade Rapids and the highly famous Lachine Rapids, which toss the steamer about as if it were a child's toy, while old-timers attract their audiences by thrilling stories of disasters and escapes of other days. It was at Lachine that La Salle started on his discovery of the northwest passage to China, of which venturesome project the name Lachine remains as a reminder.

Conquest of Montreal

Down these famous rapids in 1760, Sir Jeffrey Amherst conducted his 10,000 soldiers, besides Sir William Johnson's 700 Indians, to the conquest of Montreal. With a vast fleet of bateaux and sail-boats and a few armed craft he passed out of Lake Ontario through the Thousand Islands, capturing on his way Pointe au Baril and Fort de Levis, two of the historic sites commemorated in the present story.

The descent of the rapids was a much more serious matter than the conquest of Fort de Levis. He had to navigate over 800 bateaux and whaleboats with their freight of stores and men down the seven or eight dangerous places that barred his way to Montreal. With the help of the Indians he ran the Galops, Point Iroquois, Point Cardinal and Rapide Plat without disaster. On the 1st of September, while navigating the Long Sault, a few of his soldiers were drowned. On the 3rd of September the Coteau Rapids were navigated safely but on the following day 66 boats were lost and 84 men drowned in the passage of the Cedars and Cascades.

On the 6th of September Amherst landed at Lachine, while Murray and Haviland were in touch with each other on the western side of Montreal. The

capitulation of the town, surrounded by three armies, numbering altogether 17,000 or 18,000 men, mostly veterans, became inevitable, and proved to be the last episode in the conquest of Canada by the British forces.



SIR JEFFREY AMHERST

Pointe au Baril

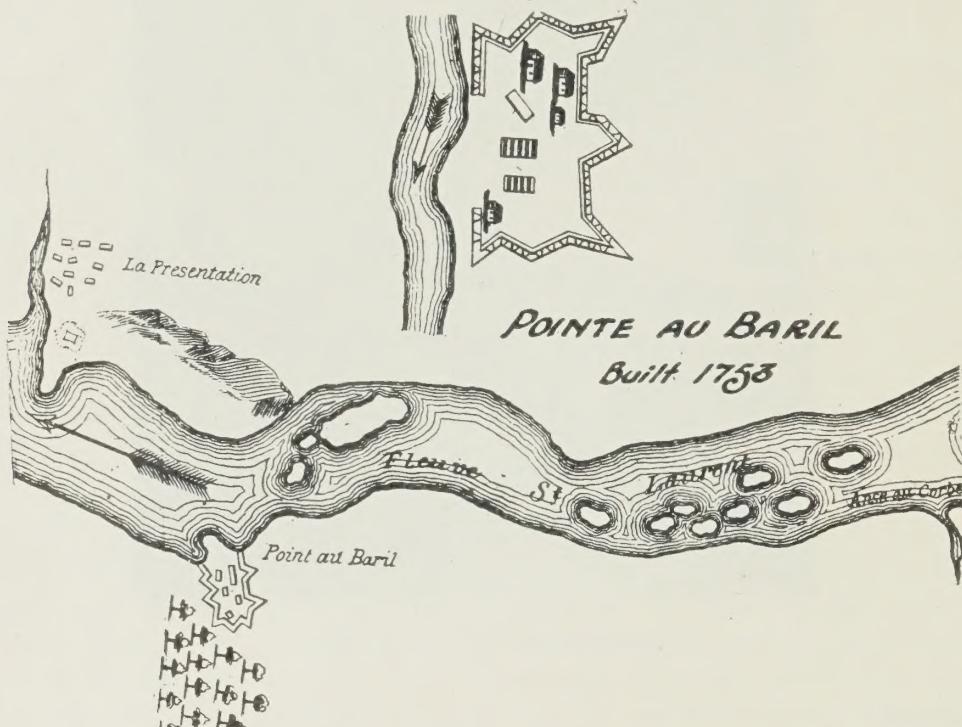
In chronological sequence Pointe au Baril and Fort de Levis first claim attention in this narrative. After the capture and destruction of Fort Frontenac, at Kingston, by the British in 1758, the French established a small shipyard a short distance east of Pointe au Baril, on the bay below the present village of Maitland, in the township of Augusta, Grenville county, Ontario, seven miles west of Prescott, and constructed a star-shaped fort for its protection covering an area of six acres. It was surrounded by a palisade of logs standing on end and placed side by side in a trench. These logs were 10 or 12 feet high and 8 or 10 inches thick at the top, before they were sharpened to a point.

Here, in 1759, the French completed and launched two small ships of war, the *Iroquoise* and the *Outaouaise*, which were equipped and manned and continued to cruise on Lake Ontario until they were captured by the British. They were the last French ships of war that navigated Lake Ontario. The *Outaouaise*, commanded by Captain la Broquerie, was taken after a gallant and memorable fight by five British row-galleys under Col. George Williamson. Of this action Dr. F. H. Severance says, in his *Old Frontier of France*, Vol. II, page 385:—

“On the 16th, near Point au Baril, there was an exchange of shots with the *Outaouaise*. The next day, as La Broquerie attempted to sail up the river, he was attacked by an English force in five row-boats, commanded by Colonel Williamson.

“This was one of the most remarkable actions in the history of the Lakes. La Broquerie’s vessel mounted one 18-pounder, seven 12-pounders, two 8’s and four swivels. She was a top-sail schooner, and is variously spoken of as schooner, sloop and brig. Whatever her exact rig, she was a craft of 160 tons and on this occasion had a hundred men on board.

"Colonel Williamson's five small boats—row-galleys they are styled in old reports—carried in all five officers and 25 artillerymen, besides the oarsmen. Four of these galleys carried each a brass 12-pounder, the fifth a howitzer. In the face of La Broquerie's broadsides they surrounded the ship and gave volley for volley. It was an audacious and probably an unnaval attack; for Williamson was a landsman and a volunteer. In a small boat he passed back and forth among the row-galleys, directing their shots and manoeuvres, absolutely exposed but unharmed. It was a singular conflict, the combatants suggesting an unwieldy wounded buffalo beset by alert wolves. The ship fired 72 rounds, mostly into the clear waters of the river. Williamson gave in return 118 shot, with such effect that after two hours La Broquerie hauled down his flag and surrendered. His loss was three killed and 12 wounded. The English had one man killed and two wounded. The *Outaouaise* was taken to a secure anchorage, remanned by the English and named the *Williamson* and her late commander and crew were taken prisoners to Amherst's camp at La Presentation."



THIS IS A COPY OF AN OLD SKETCH. IT WILL BE NOTED THAT
IT IS ORIENTED REVERSELY—*i.e.*, THE CANADIAN SHORE
IS AT THE LOWER SIDE.

Captain John Knox, an eye-witness of this remarkable episode and author of *An Historical Journal of the Campaigns in North America*, writes in his diary of these events:—

"The General was highly pleased at this capture, which he testified by his acknowledgments to the Colonel and Officers, with a generous reward to the Gunners. Such was the service performed by four guns and one howitzer, with the sole loss of one man killed and two wounded; and such the prowess displayed in this fight by a Land-Officer, in the lake Ontario, that it deserves to be transmitted to the latest posterity, and registered among the most memorable engagements that are recorded in the British annals."

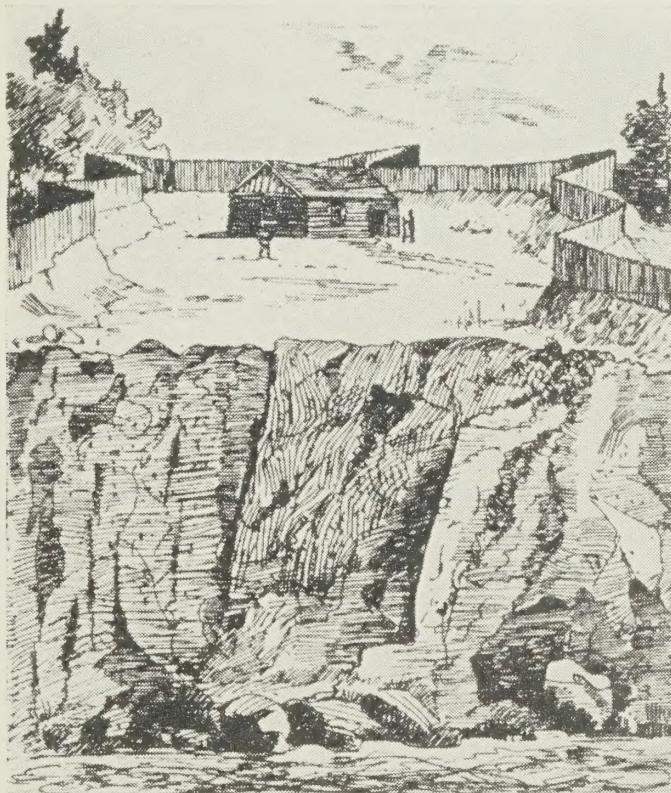
Local tradition explains the name Pointe au Baril in different ways. One account states that it was derived from the fact that two French sailors, escaping from a sinking craft, sought safety on a floating barrel. Another says that when the French were scouting for better ship-building material than was available at Oswegatchie they camped on this point, attracted by the rich supply of timber, especially white oak and pine. Hence the alternative name Pointe au Pin. Here, it is said they opened and emptied a barrel of wine, which they subsequently filled with stones and raised on a boulder for a landmark. Hence the name Pointe au Baril.

On the 17th of August, 1760, General Amherst reached Pointe au Baril. He took possession of the place and thence proceeded across the river to dismantle

the French Fort, La Presentation or Oswegatchie, on the site of the present Ogdensburg, which was the first white settlement on this part of the river.

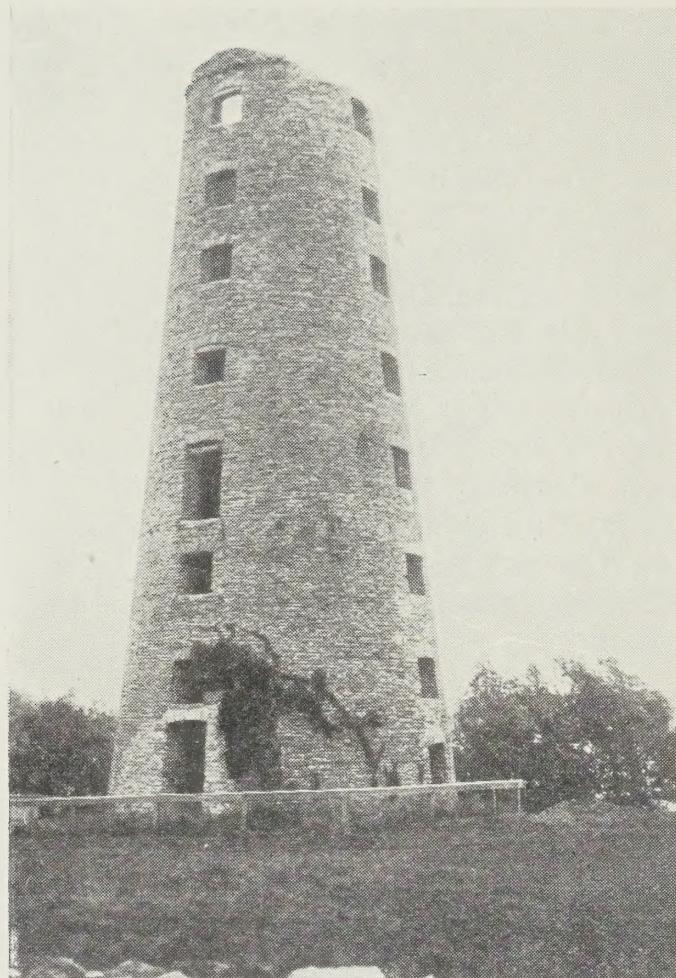
The French had removed their guns to Fort de Levis on the island in mid-stream called by them "Isle Royale," now known as Chimney Island, opposite the present town of Johnstown and about eleven miles down the river from Pointe au Baril. After the capture of La Presentation, Fort de Levis was bombarded and captured, as will be noted on another page.

The house, shown in the centre of the accompanying sketch, was the French officers' quarters at Pointe au Baril and was the only one left when the place fell into decay and ruin. On this site Mr. Z. M. Phillips, who had acquired the property in 1818 for a small sum from one of Amherst's soldiers, built a house and on applying at York (now Toronto) for a title deed to the Lieutenant-Governor of Upper Canada, Sir Peregrine Maitland, was advised that he wished to have the place renamed Maitland. The fort had been indifferently known as Pointe au Baril, Pointe au Pin, New Oswegatchie, and later, Swegatchie. There was a tradition among the early settlers that the French had buried money within the fort but although many relics of the war have been discovered, no money has ever been found.



VIEW OF FORT OSWEGATCHIE, CANADA, 1785

Nearby, south of Highway No. 2 (the Toronto-Montreal main highway), is an old stone tower, built at the beginning of the 19th century as a grist mill. It does not seem to have been connected with the various conflicts on the St. Lawrence. John Ross Robertson's "History of Free Masonry" states that it was built by George Longley, Sr., who came from Quebec to Maitland in 1826, built the grist mill in 1828 and carried on a successful business as lumberman and miller. As a windmill the tower was not a success, and it is said that Mr. Longley installed the first steam engine in it for the grinding of grain. In 1863, the tower passed into the hands of a distilling firm who quarrelled with the excise officers and finally abandoned the business.



OLD STONE TOWER, MAITLAND, ONT.

Little is known of Pointe au Baril and neighbourhood after its capture by Amherst in 1760 until the arrival of the United Empire Loyalists 24 years later. In the war of 1812-14 the district sent many loyal men to the front. A cairn, with a tablet bearing the following inscription, has been erected on the site of the French fort on the north side of the highway:—

POINTE AU BARIL

The barques "Iroquoise" and "Outaouaise," the last French ships of war that navigated lake Ontario, were built on this point, then called Pointe au Baril, and launched on 9th April and 12th April, 1759.

In the river near by, on the 17th August, 1760, the "Outaouaise," commanded by Captain la Broquerie, was taken after a gallant fight, by five British row-galleys, under Col. George Williamson.

Fort de Levis

In order to obstruct the passage of the British down the St. Lawrence a rocky island in mid-stream (now known as Chimney Island but called by the French Isle Royale), about four miles below Prescott and nearly opposite Johnstown, had been strongly fortified by Captain Francois Pouchot, formerly French commandant of Fort Niagara and an exchanged prisoner of the British.

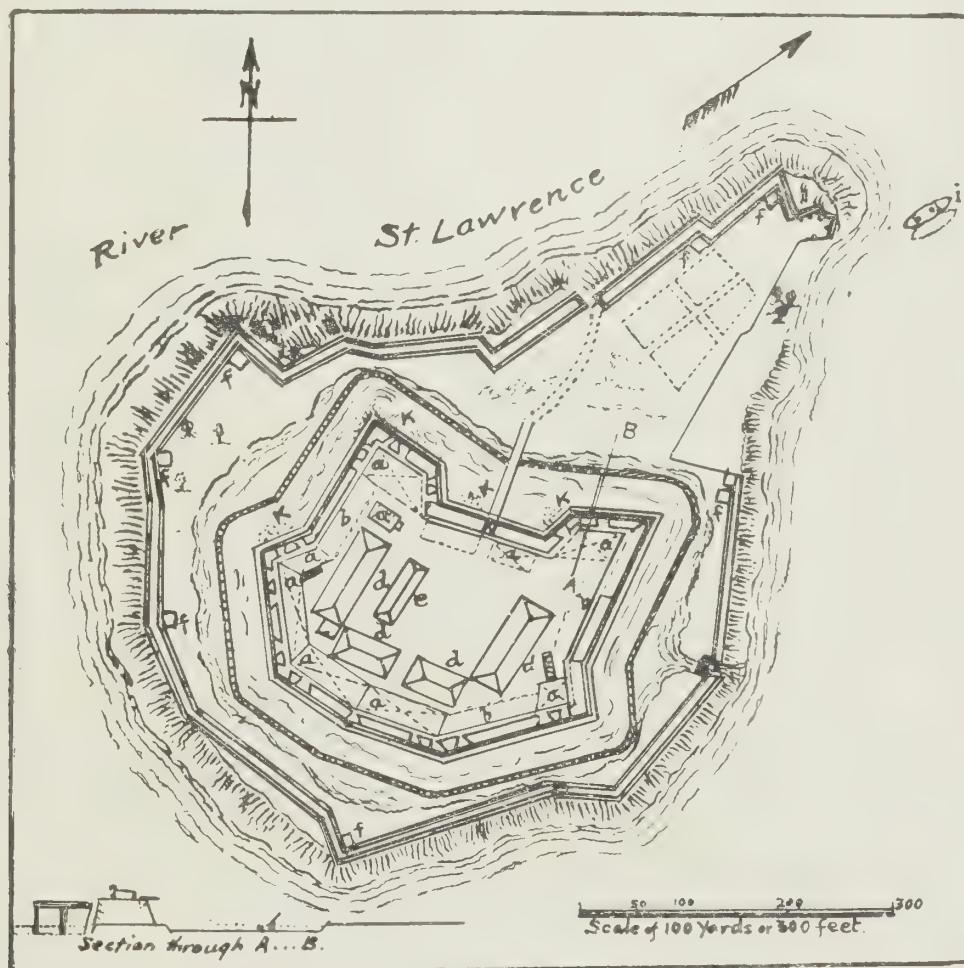
As an obstruction to Amherst's immense army the fort might have been considered negligible by the British general, and it is recorded that the French commander, de Levis, hoped that Amherst would consume time in attacking it and so delay his progress to Montreal and give the French more time to unite

their forces against Haviland and Murray. Amherst decided that it was not convenient to leave an enemy post in his rear and therefore invested the fort and on August 23rd bombarded it from his vessels, from the mainland at a place now known as Adams' Point or Wright's Point, and from the islands now called Spencer and Drummond islands. Pouchot, in his "Memoir upon the late war in North America" calls these places Point Ganataragoin, La Cuisse, and Isle la Magdalaine.

Describing Fort de Levis, Knox writes in his diary:—

"Fort de Levis, on l'Isle Royale, is in a most advantageous situation; the island is small and entirely comprehended within the works, which are carried on in the same irregular manner as Nature has formed the insular shores about it; but the area of the fort is a regular square within four bastions only, which seems to have been the first intention upon fortifying the island; so that the other defences, to all appearance, had been occasionally added to render the place more respectable, and cut off our communication to Montreal; to which it is an excellent barrier, at the head of a number of dreadful rapids, and commands, in a great measure, the navigation between Lake Ontario and Canada."

"Pouchot's fort," says Dr. Severance, "was literally shot to pieces and on the 25th of August, 1760, thirteen months to a day after his surrender of Fort Niagara, he capitulated. Every officer with him was wounded and more than



FACSIMILE OF OLD PLAN OF FORT DE LEVIS
EXPLANATION

- a. Casemates covered at top but open at sides.
- b. Casemates not covered.
- c. Powder magazine.
- d. Barracks.
- e. Armouries and smith's shop.
- f. Guns without trunions sunk in solid pieces of timber.
- g. Redoubt of one log thick.
- h. Harbour for bateaux.
- i. The two vessels.
- j. The breach.

60 men were killed and wounded. Pouchot, La Force, and La Broquerie, with the remnants of the French garrison and crews, were returned to Oswego, and carried thence as prisoners of war to New York. General Amherst, keeping with him every man who could serve as pilot, ran the rapids, finding them more deadly than the opposing French had been; for in the passage, mostly at the Cedars, he lost 64 boats, with stores and ordnance, and 88 men were drowned." (II, p. 387.)

On Chimney island, which is now in the State of New York, there are still some manifest signs both of the inner and outer ramparts of the Fort de Levis of 1760 to remind the present-day visitor of the fact that once at this "Last stand of the French in Canada" a small band of 300 Frenchmen attempted to block the way of an army of 10,000 British soldiers advancing to the capture of Montreal and the conquest of Canada. But beyond the outlines of the earth-works there is little to suggest—at least in midsummer—the existence of the buildings of the fort. It is said the stones of the fort were appropriated by the people of Ogdensburg to build their houses.

In midsummer it is a wilderness. There are nettles and giant weeds breast-high and the island is a natural sanctuary for wild birds, of which there are thousands rising in clouds from their nesting operations and screaming and complaining at the intrusion on their island solitude. There are shadflies by the million and the swamp is tractable only at the cost of wet feet and damaged clothes. Here and there the foot encounters large stones and boulders buried in the weeds that may once have formed parts of the fort.

The adjoining Spencer and Drummond islands, from which Amherst bombarded Fort de Levis, are both larger in area and are cleared and grass-covered and free from the rank verdure of Chimney island. On Spencer island traces of the trenches doubtless dug by Amherst's men are quite distinct.

It is difficult to-day in this peaceful scene to recover in imagination a picture of the conflict of 1760. Ten thousand red-coated British soldiers; with their accoutrements, stores, and 800 boats, and moving among them the 700 dusky and half-naked Indians—all concentrated on the destruction of this little island fort and its 300 hopeless but brave defenders.

At the west end of the island is a large elm tree and towards the east is a group of smaller trees. These give to the island, seen at a distance of some three miles from the Windmill tower to the west, a haunting shape of a living thing moving slowly up the river, and in a fading or early morning light may well give to the imaginative mind the semblance of a phantom ship sailing up the river.

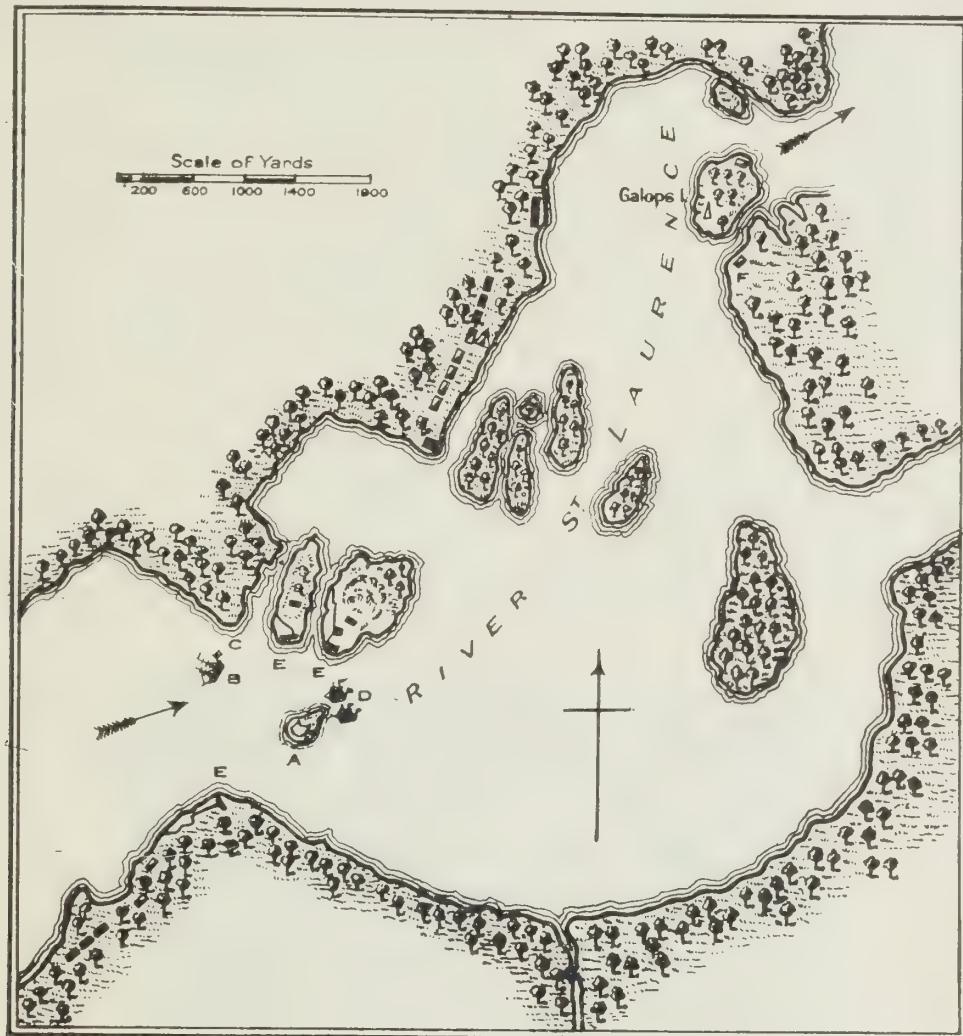
Considerable inquiry failed to ascertain the origin of the modern name Chimney island. Residents say there was once a chimney on the island but nothing more authentic was discoverable. Visitors who wish to explore the island will find a boat available at a nearby farm on the Ontario shore.

The commemorative cairn and tablet of the Canadian Government have been placed on the south side of the Toronto-Montreal highway, 100 feet from the lane leading to the farm of M. Orange Dawson. The site is opposite Adams' Point or Wright's Point, as it appears to be better known, from which the guns played upon Fort de Levis.

The vista reveals Adams' or Wright's Point on the mainland, a field of waving grass, indented at the water's edge by small bays; an expanse of river forming the backwater of the north channel of the Cardinal-Galops canal, the grass-covered Spencer and Drummond islands and the breakwater of the canal with a lighthouse, at the western terminus.

Beyond the breakwater and in mid-stream is seen Chimney island, smaller than Spencer and Drummond islands and recognizable by the trees already mentioned.

The daily events of this pastoral neighbourhood are now the freight ships and pleasure steamers moving up and down the noble river, at all times of the day.



PLAN OF THE ATTACK UPON FORT DE LEVIS

REFERENCES

- A. Fort de Levis (Chimney Island or Isle Royale.)
- B. The French Vessel taken on the 17th August, 1760.
- C. Where the Army passed on the 18th August, 1760.
- D. Two of the Enemy's Vessels.
- E. Batteries opened on the 22nd August, 1760. (Spencer and Drummond Islands.)
- F. Several detached posts.

The tablet erected to commemorate the events of 1760 bears the following inscription:—

PORT DE LEVIS

Last stand of France in Canada. Fort de Levis, on Isle Royale (Chimney Island), was built by Captain François Pouchot in the spring and early summer of 1760. Its garrison surrendered after a gallant defence, on 25th August, 1760, to the British Army commanded by Sir Jeffrey Amherst.

Siege batteries were established on this point and on Adams Island.

Fort Wellington

Of the historic sites mentioned in this brochure, Fort Wellington is the only substantial contemporary reminder of the historic events with which these sites are connected. While Pointe au Baril, Fort de Levis, Windmill Point, and Chrysler's Farm recall particular episodes of the struggles on the St. Lawrence which have left little or no physical impress on the localities concerned, Fort Wellington remains as it was finally built in 1838, an impressive object on the landscape. It was the military stronghold of the Prescott region for half a century and, besides maintaining a garrison during extended periods, was called upon for national service on several occasions from the date of its first construction in 1812-14 till its final abandonment in 1886.

Here it may be noted that with the outbreak of the War of 1812-14 the British authorities decided to fortify Prescott as one of the most vulnerable points of attack and as the main base for the defence of the communication between Kingston and Montreal. Fort Wellington was built and named after the Duke of Wellington, whose victory at Salamanca had just then been announced.

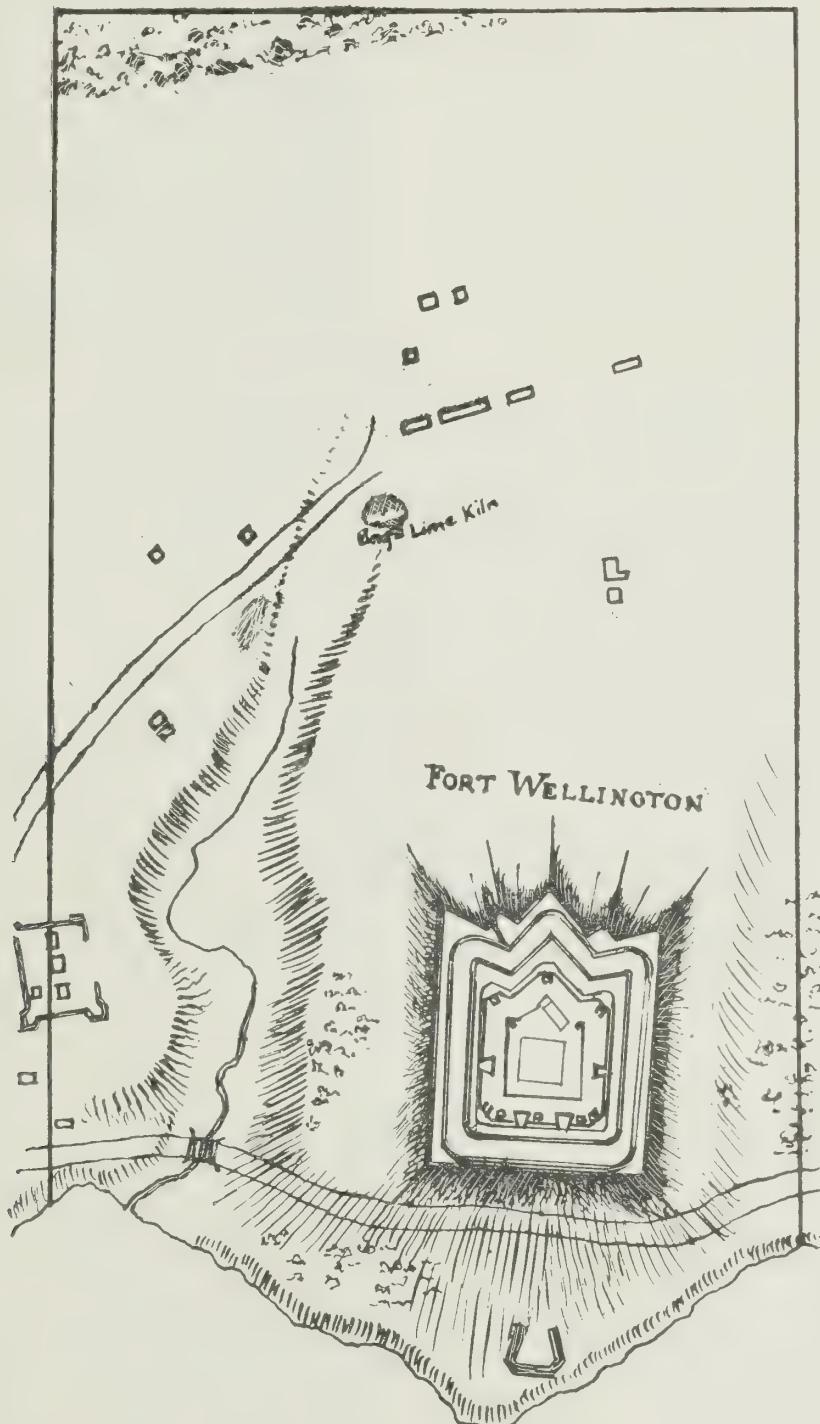
The first site chosen was Windmill Point then called New Jerusalem. There Amherst had had his headquarters when he reduced Fort de Levis. No doubt he reported it was a suitable place for a fortification. However, when war was actually declared by the United States in 1812, the present location for the fort was chosen and its erection actually begun.



HIS GRACE THE DUKE OF WELLINGTON

The main building took the form of a square block-house, built of wood and earth, with interior accommodation consisting of officers' quarters, men's quarters, pantry, kitchen, etc. At the back of the block-house were later constructed artillery barracks, officers' quarters, engineers' store-rooms, stables, a

forge, a large wood yard, and a lime kiln. The block-house was built to accommodate 153 men, while the barracks north of the fort provided quarters for an additional 110 men. The buildings were constructed under the direction of Lieutenant-Colonels Thomas Pearson and George R. J. Macdonell, and many of the militia of Grenville county aided in their erection.

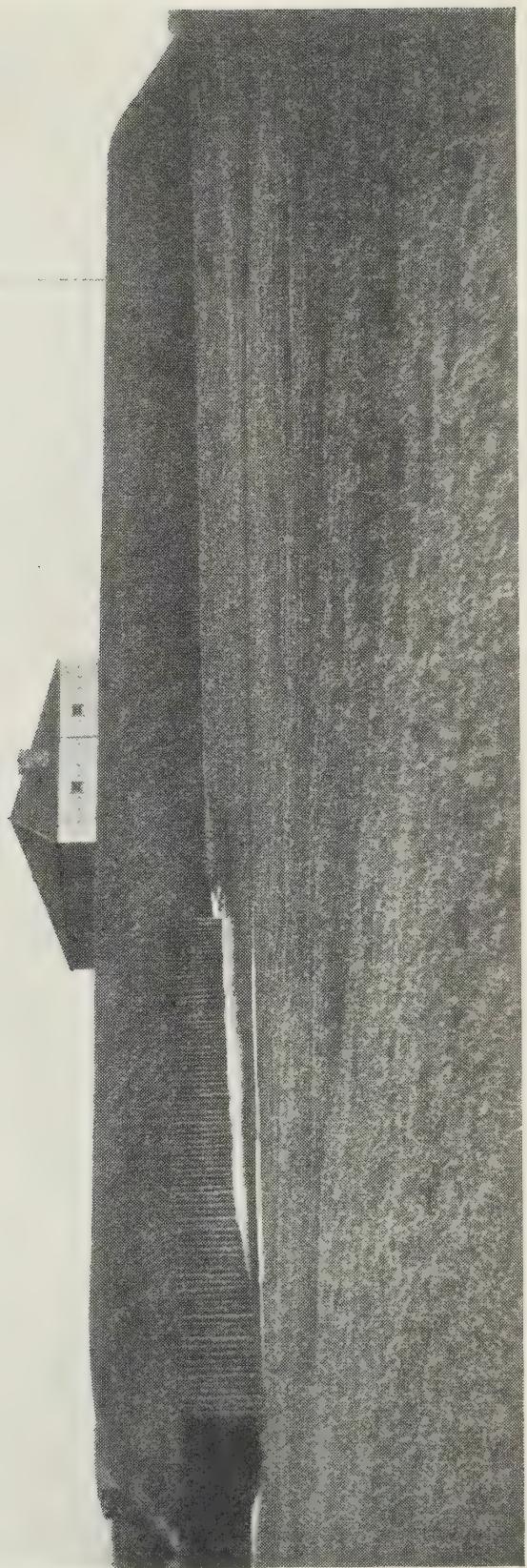


PLAN OF FORT WELLINGTON

The ground reserved for the fort originally covered $82\frac{1}{2}$ acres, most of which was cleared. The armament consisted of four 24-pound guns, two 18-pounders and three 12-pounders. At the river's edge, where now stands the Canadian Pacific Railway station, was a battery for the defence of the river.

During the War of 1812-14 two attacks were made by the garrison on Ogdensburg on the opposite bank of the river, the first of which was unsuccessful while the famous second attack, under Lieutenant-Colonel Macdonell, resulted in the capture of the place and the command of the river.

FORT WELLINGTON—FROM HIGHWAY



The fort also came into action during General Wilkinson's projected attack upon Montreal in 1813, firing upon the passing fleet without apparently doing much damage, though perhaps adding to the discouragement which led finally to the United States general's retirement from the field.

After peace was declared in 1815 the fort was practically abandoned and in 1823 much of the reservation was put up for sale to accommodate the needs of the growing town of Prescott. The grounds of the fort were divided into lots and the barracks and the buildings at the north fell into private hands. Its present area covers only $8\frac{1}{2}$ acres.



FORT WELLINGTON--ENTRANCE

In the rebellion of 1838 the fort again became the scene of activity and here Col. Plomer Young assembled his forces for repelling the invasion at Windmill Point. He found the fort so dilapidated, however, as to be almost useless. After the battle of the Windmill, engineers came from Kingston and practically rebuilt the block-house in the more substantial form in which it is seen to-day. A garrison of the Royal Artillery remained at the fort for some years after this period.

By 1866 the fort had been abandoned but with news of Fenian raids from the United States side a local battery of garrison artillery took charge of it and interesting stories of the doings of '66 are still related by surviving veterans.

During the Red River rebellion of 1870 the fort was garrisoned by a company of the 56th Battalion under Captain Hunter. It was also occupied by a garrison in 1886 during the North West Rebellion after which it was finally abandoned as a military stronghold.

The Fort To-day

The visitor to-day who reaches Prescott by railway or motor highway will see the fort immediately east of the town rising with its square wooden cap, which crowns its substantial stone walls, above its ramparts and surrounded by a tall palisade. To the visitor coming from the west along Prescott's main street, King street, the fort forms an interesting architectural feature at the end of the street.



BLOCKHOUSE AND OFFICERS' QUARTERS, FORT WELLINGTON, PRESCOTT, ONT.

The entrance to the fort is by way of Vankoughnet street north from King street, east into Dibble street where a carriage way leads across the grounds to the entrance gateway on the north side of the fort, or by Russell street, east of the fort, turning west into Dibble street. The entrance gateway is a strong stone winding archway, barely admitting the modern motor car and obviously constructed to make entrance difficult for enemy visitors. All visitors to-day are however greeted as friends by the courteous curator and every attention is offered to make their visits interesting and instructive.

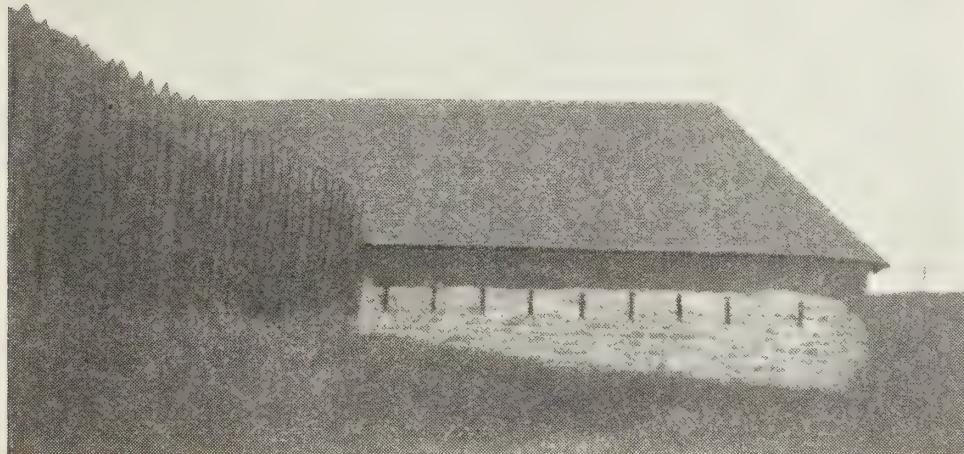
In the centre of the enclosure stands the fort proper, a massive stone building of three storeys, fifty feet square with walls three feet thick, pierced with loop-holes for defence purposes and crowned with a cap faced with wood which overhangs the buildings and covers a gallery with trap-doors through which the defenders of the fort could drop missiles and shoot at any enemy who had scaled the ramparts and reached the walls of the fort.

On the south side is the entrance to the building through a narrow doorway, guarded by a heavy door. On the ground floor are four rooms, the magazine room on the left with vaulted ceiling originally used for the storage of non-explosive material and a similar room on the right, pierced with loop-holes for purposes of defence. This room contains four cannon sent from England in 1858. Beneath the floor of the passageway is a well 45 feet deep, sunk to supply the fort with water in case of siege. Along the passage are two adjoining rooms, guarded by strong copper-lined doors and furnished with ventilators, which were the powder magazines of the fort.

On the first floor is a long barrack room, level with the top of the ramparts and commanding the river side of the building—obviously used as the main defensive floor of the fort. The walls are pierced on all sides by loop holes.

The second floor was used as a dormitory for the garrison and here is found the gallery already mentioned, formed by the wooden cap of the building which is supplied with trap-doors. From the look-out points on this gallery good views are obtained of the surrounding country of which, in this connection, the Windmill, one and a half miles distant, is the most interesting object.

Passing from the interior of the fort to the parade ground, now kept as a pleasant lawn, the visitor's attention is attracted by a subterranean passage about three feet in width, and lined with heavy stone. This is the entrance to the listening post.



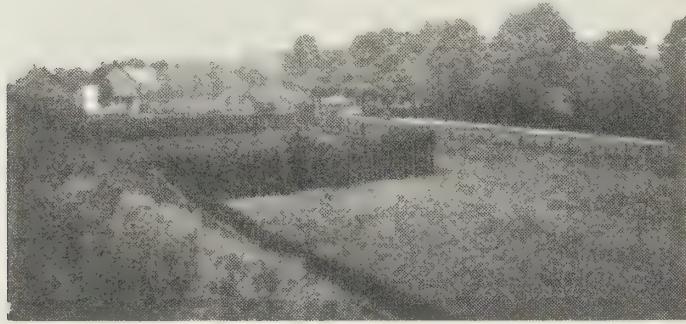
FORT WELLINGTON—LISTENING POST

A descending passageway of some thirty feet leads to a gloomy stone building, oblong in shape, with curved end towards the south. The roof is of solid cedar logs, the walls two and a half feet thick and pierced with loop-holes. This listening post was erected in 1838 by engineers from Kingston and intended as an additional defence to guard the ramparts in case of attack.

Returning from this dungeon-like structure to the pleasant daylight and the green lawn of the fort and once more to the entrance archway the visitor will note a small log building to the left which is believed to have been erected by Major Edward Jessup, the founder of Prescott. This building is now used as a museum. It contains a number of old rifles, a bugle used at the battle of the Windmill in 1838, an Indian powder horn, Indian stone axe, cannon balls, an old bayonet dug up at the Windmill site, and various military relics connected with the Fenian raids of 1866.

On the east side of the enclosure are the original officers' quarters, built of logs in 1812, now covered with clap-board and used as caretaker's apartments.

When the visitor mounts the ramparts he will note the two cannon, which were cast in Scotland in 1807. He will also become aware of the moat which surrounds the fort on three sides to a depth of some twenty feet and the various angular projections illustrated on the plan. From the moat rise the earth-works and ramparts to a height of some thirty-five feet. Surrounding the fort is a palisade of sharpened logs twelve feet high. The exterior grounds of the fort are used as playing fields for the youth of Prescott.



FORT WELLINGTON—PALISADE

The fort has now been placed under the care of the National Parks of Canada, Department of the Interior. By this step its identity will be preserved for all time and interesting records and relics of its history are being collected in its museum to make the fort a noteworthy historical memorial of its service in the defence of Canada and of the brave men who sacrificed their lives in its vicinity.

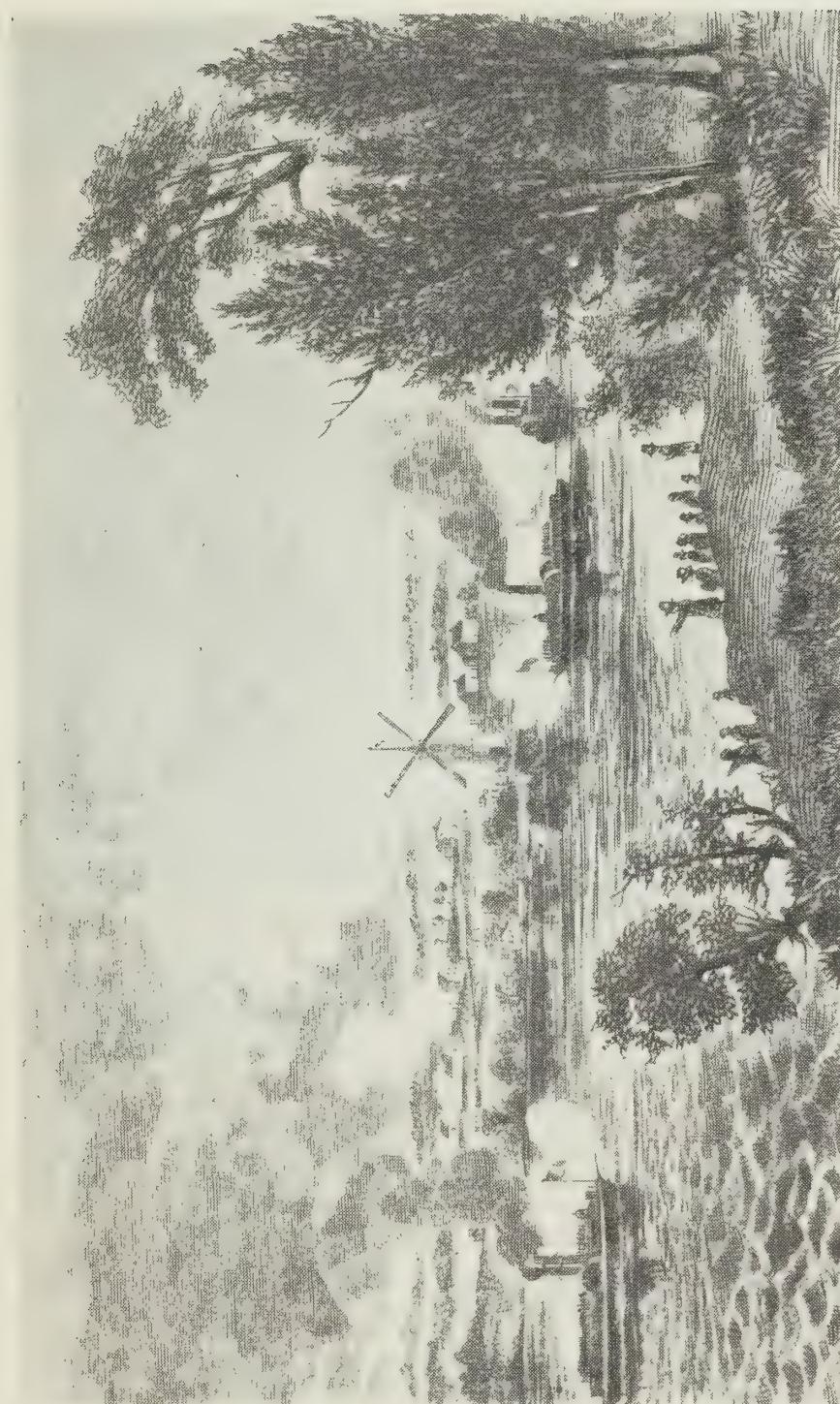
A tablet bearing the following inscription has been affixed to the wall at the main entrance to the fort:—

FORT WELLINGTON

Constructed in 1812 and 1813 under direction of Lieutenant Colonels Thomas Pearson and George R. J. Macdonell, as the main post for the defence of the communication between Kingston and Montreal, and named Fort Wellington, in honour of the victory gained at Salamanca, 22nd July, 1812.

Here Lieutenant Colonel G. R. J. Macdonell assembled the force that took Ogdensburg, 22nd February, 1813.

Here also Lieutenant Colonel Plomer Young assembled the troops engaged in repelling the invasion at the Windmill, 11th-13th November, 1838.



VIEW OF THE BATTLE OF THE WINDMILL, BELOW PRESCOTT, UPPER CANADA,
NOVEMBER 13, 1838

(From the Ogdensburg side of the St. Lawrence)

Battle of the Windmill

Certain secret societies called "Hunters' Lodges" had been founded by discontented Canadians and Americans whose object was to establish republican institutions in Canada and throw off the "yoke of Great Britain." In 1838 about 200 adventurers, under the leadership of a Polish exile named Nicholas von Schultz, crossed from Ogdensburg and occupied the stone windmill which is still standing in an excellent state of preservation a mile and a half east of Prescott. The windmill is said to have been built in 1822 by a West Indian merchant named Hughes. Several buildings of a similar character were erected about the same time on the banks of the St. Lawrence but were soon superseded



WINDMILL POINT

by mills driven by water-power. In 1873 the structure was converted into a lighthouse. It stands now a few hundred yards south of the main highway, a commanding object from the United States side, from the river, and the surrounding country. The Government has placed a tablet over the entrance, with the following inscription:—

THE BATTLE OF THE WINDMILL,
13th November, 1838,
PRO PATRIA.
In memory of
LIEUTENANT WILLIAM STRATFORD JOHNSON,
83rd Regiment,
LIEUTENANT JOHN DULMAGE,
Grenville Militia
and the
non-commissioned officers, and men of the 83rd Regiment, Royal
Marines, Glengarry Highlanders, 9th Provisional Battalion, Dundas
Militia, Grenville Militia, and the Brockville and Prescott Independent
Companies, killed in this action.

Chrysler's Farm

In 1895 the Dominion Government erected a monument on the site of Chrysler's Farm, Dundas county, Ontario, about five miles east of Morrisburg to commemorate the notable victory on the 11th of November, 1813, over the invaders under General Wilkinson. The battle of Chrysler's Farm was one of the most memorable events of the war of 1812-14. The advance of a formidable United States army under General Wilkinson down the St. Lawrence, was intended to insure the capture of Montreal and Lower Canada. A band of 800 British and Canadian soldiers under Lt.-Col. Joseph Warton Morrison engaged the rear guard of the main army, some 2,500 men, and so effectually



CHRYSLER'S FARM—MONUMENT

repulsed it that Wilkinson, who had just heard of the defeat of Hampton at Chateauguay, abandoned the project of taking Montreal and retired across the border. The monument erected in 1895 is a tall red granite obelisk adjacent to and on the north side of the Toronto-Montreal highway, bearing the inscription:—

In honour of the brave men who fought and fell in the victory of
Chrysler's Farm, on the 11th November, 1813.

This monument was erected by the Canadian Parliament in 1895.

To this has been added a bronze tablet bearing the following inscription:—

BATTLEFIELD OF CHRYSLER'S FARM.

PRO PATRIA.

IN MEMORY OF

Captain John Nairn and Lieutenant William Claus of the 49th Regiment, Lieutenant Charles de Lorimier of the Canadian Fencible Regiment, and the non-commissioned officers and men of the 49th, 89th and Canadian Fencible Regiments and the Canadian Voltigeurs killed in action.

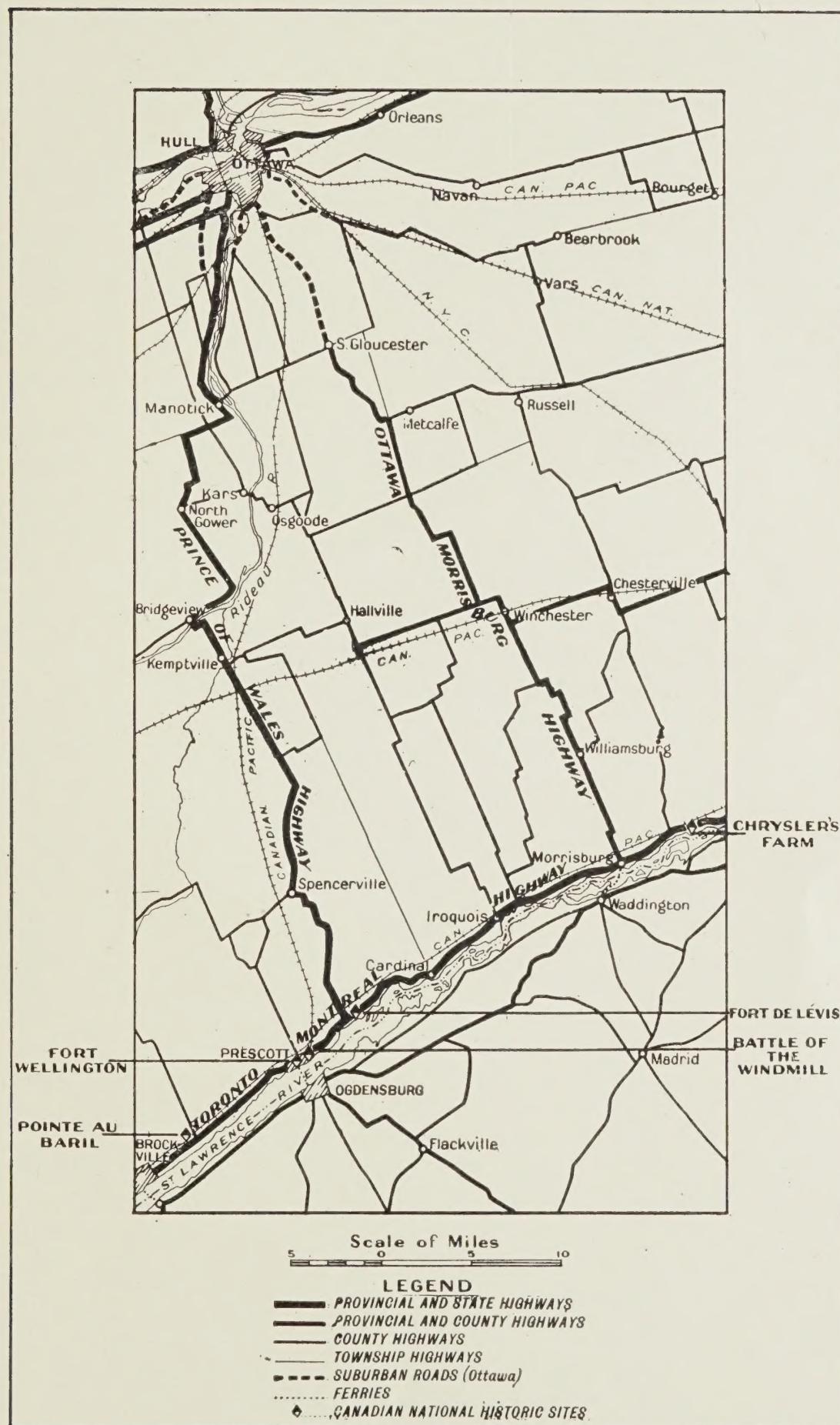
It is worthy of remark that the three officers named, although serving in regular regiments were all native Canadians, Captain Nairn was a son of Major John Nairn, seigneur of Murray Bay, who took a distinguished part in the repulse of Montgomery's attack on Quebec, on the 31st of December, 1776; Lieut. Claus being son of Hon. Colonel William Claus, Deputy Superintendent General of Indian Affairs at Niagara; and Lieut. de Lorimier being a son of the Chevalier de Lorimier, who had also distinguished himself in resisting the 1776-77 invasion from the United States.

MEANS OF ACCESS

Fort Wellington may be conveniently reached by the Canadian National and Canadian Pacific railways to Prescott, Ont., or by the steamships plying the St. Lawrence river. Motorists will follow the main Montreal-Toronto highway to the fort, which stands a few hundred feet from the roadway, immediately to the east of the town. Visitors from the United States may take the ferry from Ogdensburg, N.Y., to Prescott.

The other sites mentioned in this pamphlet are all adjacent to the Montreal-Toronto highway within a distance of about 25 miles. Pointe au Baril lies about 7 miles west of Prescott, at Maitland; "The Windmill," 1½ miles east of Prescott; Adams Point (Fort de Levis and Chimney Island), about 4 miles east of Prescott; Chrysler's Farm, 5 miles east of Morrisburg.

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